

FISCAL NOTE

Bill #: HB0445

Title: Time limit on weigh station stops

Primary Sponsor: Maedje, R

Status: As Introduced

Sponsor signature

Date

David Ewer, Budget Director

Date

Fiscal Summary

	<u>FY 2006</u> <u>Difference</u>	<u>FY 2007</u> <u>Difference</u>
Expenditures:		
Federal Special Revenue	\$0	Potentially (\$30,000,000)
Revenue:		
Federal Special Revenue	\$0	Potentially (\$30,000,000)
Net Impact on General Fund Balance:	\$0	\$0

- | | |
|---|---|
| <input type="checkbox"/> Significant Local Gov. Impact | <input type="checkbox"/> Technical Concerns |
| <input type="checkbox"/> Included in the Executive Budget | <input checked="" type="checkbox"/> Significant Long-Term Impacts |
| <input type="checkbox"/> Dedicated Revenue Form Attached | <input type="checkbox"/> Needs to be included in HB 2 |

Fiscal Analysis

ASSUMPTIONS:

Department of Transportation

1. The loss of permit revenue would be insignificant.
2. Montana is required under 23CFR to enforce weight laws in a manner acceptable to the Federal Highway Administration (FHWA). Montana is also required under 23CFR to seek and obtain formal weight enforcement program approval from the FHWA annually. HB 445 drastically reduces Montana's ability to enforce weight laws. Montana's ability to obtain formal weight enforcement program approval will be impacted. Failure on Montana's part to obtain formal weight enforcement program certification from the FHWA will result in a reduction equal to 10 percent of the amount of highway funds that would otherwise be apportioned to Montana. Site: 23CFR657.19 Effect of failure to certify or to enforce State laws adequately.
3. The level of FHWA funds available prior to decertification is \$300,000,000.
4. If the state becomes decertified, the loss of revenue is anticipated to begin in FY 2007.
5. If there is a loss of federal funding, it would equate to eliminating a moderate-sized highway construction project in each of the five districts each year (approximately \$30,000,000).

Fiscal Note Request HB0445, As Introduced
(continued)

FISCAL IMPACT:

	<u>FY 2006</u> <u>Difference</u>	<u>FY 2007</u> <u>Difference</u>
<u>Expenditures:</u>		
Federal Special Revenue (03)	\$0	(\$30,000,000)**
<u>Funding of Expenditures:</u>		
Federal Special Revenue (03)	\$0	(\$30,000,000)**
<u>Revenues:</u>		
Federal Special Revenue (03)	\$0	(\$30,000,000)**
<u>Net Impact to Fund Balance (Revenue minus Funding of Expenditures):</u>		
Federal Special Revenue (03)	\$0	(\$30,000,000)**

LONG-RANGE IMPACTS:

The potential loss of federal funding would equate to eliminating a moderate-sized highway construction project in each of the five districts each year.

TECHNICAL CONCERNS:

** If HB 445 is passed and approved, the department would make every effort to remain certified by the FHWA. However, the possibility is very real that decertification would occur and the department would lose ten percent of its current federal allocation.